

# INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 21 Feb 1949

SUBJECT Situation of the Railroad  
in the Russian Zone

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SUPPLEMENT TO  
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1. The Reichsbahn is experiencing great difficulties in locomotive maintenance. The hard steel tires are worn dangerously thin on nearly all the engines. These cannot be replaced at the present time, nor in the foreseeable future, as a special steel not produced in the Soviet Zone is needed. Another problem is the repairing of fire boxes. These are lined with copper, and because of the present use of lignite (instead of hard coal) have to be relined constantly.
2. Despite reports of maintenance difficulties, a forty percent increase in passenger train service has been ordered to take effect by 15 January 1949, chiefly as a means of raising Reichsbahn revenues.
3. The Reichsbahn proposes to spend 157,000,000 marks for improvements and new construction during 1949. Of this sum 23,000,000 marks are to be spent on right-of-ways; that is, on rails, plates, ties, etc.

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This money is to be used to construct 111.5 kilometers of track, and repair and improve an additional 97.2 kilometers of track, within stations and marshalling yards. The tracks to be laid will restore double-track service along the following routes:

Railroad line	New track
Interbog to Bülzig	24 km.
Wittenberge to Ludwigslust	20 km.
Halle to Elsieben	19 km.
Magdeburg-Buckau to Calbe	15 km.
Senftenberg to Ruhland	13.5 km.
Dresden to Pirna	13 km.



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is now in service. This had been dismantled in 1946, but was ordered restored late in 1948 in order to facilitate traffic to the port of Rostock. Rails, plates, and ties for this work were taken from the dead-end stretch between Malliss and Lubtheen.

5. It was originally planned that the Reichsbahn would take over all remaining privately owned rail lines in the Soviet Zone by October 1948; this has now been postponed until 1 April 1949.
6. The bridge over the Havel at Caputh on the line between Beelitz and Potsdam-Wildpark should be restored for single-track operation sometime in February 1949. This will provide a through-line from the south via Jüterbog and Nauen to points north, without entering Berlin.
7. On 1 January 1949, the long planned Zossen cut-off became a reality. Trains from the south and west may now enter Berlin through the Soviet Sector.
8. The bridge over the Neisse at Görlitz is still in ruins.
9. During the fall coal reserves were allowed to dwindle, because of the necessity of using all available rolling stock to move the crop harvest. Meanwhile, coal for the railroad piled up at the mines and ports. The latest estimate is that there is an over-all reserve throughout the Soviet Zone of 13 days' running for the Reichsbahn. Stocks are now again being piled up.
10. The Reichsbahn has been authorized to place orders for the construction of freight cars for its own use. Heretofore, all freight car construction in the Soviet Zone went for filling reparations orders. The initial order calls for 100 cars of the flat cars with vertical side slats, of twenty-ton capacity. Orders have also been given for improvement of passenger coaches. Glass windows are to be replaced and electric lights installed, and the coaches are to be freshly painted. The electrical industry presented the Reichsbahn with 10,000 electric light bulbs recently, to help relieve the shortage of lights in stations and trains.

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